

Evening Telegraph

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FRIDAY, FEBRUARY 19, 1869.

The gubernatorial nominations. The politicians of the State, of both parties, are becoming deeply interested in the gubernatorial nominations of their respective organizations. They feel that Pennsylvania is debatable ground, in view of the results of the elections of the last two years, and that wise action on the part of the Democracy, combined with a weak nomination by the Republicans, would very probably secure the election of the Democratic candidate by a greater majority than Judge Sharswood received in 1867.

The chief contest in the Democratic ranks is between two of the great railway kings of the State—Judge Paeker, who owns an enormous amount of railway property, and George W. Cass, the President of the Pittsburg, Fort Wayne, and Chicago Railroad; and while there is some danger of a collision of these heavy trains that would result in mutual destruction, it is generally supposed that Paeker or Cass will be the Democratic nominee, and that, in either case, the Democratic party would make a bold and vigorous canvass.

The Republicans of Pennsylvania should be warned, not only by the result of the election here in 1867, but the result in New York last year, of the necessity of placing in nomination a popular and unimpeachable candidate. There is but little vitality left in the old issues generated by the war, and the people are growing more and more anxious in regard to the character of the men who solicit their suffrages; so that the coming campaign will, to an unusually large extent, be controlled by personal influences.

Several months will elapse before the Republican State Convention will assemble, and a warm discussion of the merits of the respective candidates is now progressing, and a very decided feeling of hostility to the renomination of Governor Geary has been displayed. He has made a great many bitter enemies and comparatively few warm friends during his official term, and there is a general conviction that it would be dangerous to make him the Republican standard-bearer in a close campaign.

It is either Governor Geary's fault or his misfortune (and for practical purposes it matters not which), that he has failed to realize the expectations of the people. Affairs at Harrisburg have gone from bad to worse during his occupancy of the executive chair, and although his friends allege that it is unjust to hold him responsible for the weakness and corruption of senators and assemblymen, they can scarcely pretend that he has championed the real interests of the State, and fought the good fight of honesty, with any remarkable degree of zeal, earnestness, or intelligence.

He has also failed to make a good impression either upon the politicians or the masses with whom he has been brought into contact, and any prestige he may derive from his triumph in 1866 (when all the Northern States were carried by overwhelming majorities, through the aid of Johnson's performances in swinging round the circle), is more than counterbalanced by his present unpopularity.

The number of new candidates entering the field is itself a sufficient indication of the prevailing indisposition to compliment Geary with the empty honor of a renomination. Among those named are General John F. Hartranft, the present Auditor-General; General Harry White, a State Senator, who was captured by the Rebels and held for a time as prisoner at Richmond; Hon. W. W. Ketchum, of Luzerne county, who formerly represented that district in the State Senate, with marked ability; and General William Lilly, of Carbon county, who is extensively engaged in enterprises connected with the development of the coal and iron interests of that region, and who, although a popular favorite of the Democracy in a strong Democratic district, abandoned that party more than ten years ago, when its love of slavery and treason became manifest, and has ever since been an active member of the Republican organization. There is also a rumor that, in certain contingencies, a former occupant of the gubernatorial chair might be induced to permit his name to be used, à la Horatio Seymour, to harmonize the Convention.

We are wedded to no faction, and have no special interest in any of the aspirants. But we earnestly hope, for the interests of the State and the Republican party, that some man will be nominated who can not only defeat the Democratic candidate, but who will exercise as good and potent an influence in the affairs of Pennsylvania as General Grant promises to exercise over the affairs of the United States.

The Removal of the Railroads from Broad Street. There is not only an earnest desire, but a settled determination, on the part of the citizens of Philadelphia to have the railroads removed from Broad street, and that avenue thrown open for the improvements which would naturally follow the disappearance of the present obstructions. At the same time there is every disposition to accommodate the merchants, but it is thought that the three years allowed them to locate elsewhere were sufficient, and that if the time is further extended there will be no guarantee as to when

the tracks will be removed, and the proposed improvements will have to be indefinitely postponed, to the depreciation of property and the injury of the city. Mr. D. Malone, on behalf of the Broad street merchants, has written a letter in which he states their side of the case in a manner that entitles it to respectful consideration. He says "that the merchants have been continually seeking locations where they could erect warehouses and conduct their business in security and peace, but have been unable to find them; that the articles in which they deal are bulky, and require large space for storage and economical handling, and that lots must have railroad connections on streets sufficiently wide to admit of the curves of sufficient radius to allow long eight-wheeled cars to enter their premises with ease. After Broad street, there remain but Washington street and Pennsylvania avenue answering these conditions; and the objections to them are apparently insurmountable." Indeed, as Mr. Malone puts the matter, the necessities of the case will keep the railroads on Broad street forever. This will certainly not be submitted to, and the merchants might as well make up their minds to submit to the inconveniences of removal now as at some future day.

We do not think that the case is as desperate as it seems, however; and if the merchants find that no further grace will be given them, they will probably succeed in obtaining other accommodations, and find means to overcome the inconveniences incident to the change. A bill has been introduced in the Legislature, at the instance of the Pennsylvania Railroad Company, it is understood, to allow the Schuylkill River Passenger Railway Company to convert their road wholly or in part into a freight railroad, to transport freight as well as passengers, to change such portions of their route as may be deemed advisable, and to connect with any other road; provided that the road shall be in close proximity to the Schuylkill river, and shall not extend to any point east of Twenty-second street, and provided the change shall be made under the direction of the Chief Engineer and Surveyor of the city.

The Schuylkill River Railway has never paid expenses as a passenger road, and under all the circumstances, the change appears to be judicious and advantageous to the business interests of the city. Twenty-third street extends from the lower end of League Island to Germantown, and along the actual city front it is contiguous to the Schuylkill, thus affording every advantage for the shipment of freight. If the bill passes the Legislature, as it doubtless will, the Broad street warehouses might advantageously be removed to Twenty-third street, where they would be free from molestation, and the effect would be to build up that thoroughfare as a great business street. The advantages of the location are many, and the property-owners would doubtless be willing to have the width of the pavements reduced, so as to increase that of the street and a floor room for the tracks. While the tracks on Broad street depreciate the value of property, on Twenty-third street they would enhance it, and the merchants would obtain what they are seeking for, a permanent abiding place, from which there is no probability that they will ever be asked to remove.

Since the passage of the Twelfth and Sixteenth Streets Passenger Railway bill, Broad street is the only avenue which has not been given over to the railway corporations, and the citizens of Philadelphia should make a desperate and determined effort not only to clear it of the tracks, but to keep it clear forever. The charters of the railway companies require them to keep the streets in order, but every citizen knows how the requirements are complied with. The streets are a disgrace to a city of the size, wealth, and intelligence of Philadelphia, and as there seems to be no way of compelling the corporations to do their duty, we should at least insist on having an avenue open upon which vehicles can travel without danger of shattering their wheels, and which, as a drive and promenade, will do us some credit and be a source of pleasure. In effecting any great public improvement somebody must be inconvenienced, and the Broad street merchants would doubtless prefer to avoid the expense and trouble of removal if possible. The way now appears to be open for a satisfactory solution of the difficulties that have hitherto presented themselves, and we hope that the bill now before the Legislature will be passed, so that there will be no further excuse for delay in the removal of the tracks on Broad street.

Move in the Right Direction. The question as to who has the right to control the streets of Philadelphia, the citizens and their proper representatives, or a ring of greedy speculators, is likely to be brought to a practical test. The passage of the Twelfth and Sixteenth Streets Passenger Railway bill by the Legislature was an outrage against which the citizens and newspapers of Philadelphia protested in vain, and as there seems to be no probability that we can get justice done at Harrisburg, it is time that we should take the matter in our own hands and show the members of the Legislature, by some very decided measures, that they cannot grant away the rights and privileges of the people of this city with impunity. Yesterday Mr. Francis introduced a resolution in Common Council, refusing to permit any person or corporation to remove or disturb in any manner whatever the paving, or any portion of the paving, on either Twelfth or Sixteenth street, for the purpose of laying any railroad tracks along or upon either of the said streets, or for any other purpose, and instructing the Chief Commissioner of Highways to see that the resolution is not violated, and to take all precautions he may deem necessary to prevent the disturbance or removal of the paving in said streets or the laying of any railroad tracks thereon, and directing him, in case any rail-

road tracks should be laid in any portion of the said streets, to remove the same forthwith. This resolution was passed by Common Council, and we hope that it will be taken up and acted upon by Select Council in the same manner, without any delay. The entire control of the streets belongs properly to Council, and it is time that the members of the Legislature should be made to understand that the people of this city will no longer submit to such outrages as this Twelfth and Sixteenth Streets Passenger Railway bill. It only needs a little determination on the part of our local authorities to put a stop to the operations of the lobby at Harrisburg, so far as the city of Philadelphia is concerned, at least.

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